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DISPATCH		CLASSIFICATION SECRET	DISPATCH SYMBOL AND NO. EGOW - 1184
TO INFO	Chief of Station, Germany		HEADQUARTERS FILE NO. □ □
FROM	Chief, EE	DATE 12 NOV 1959	
SUBJECT	Operational/CALL, □ □ Name Trace Reply - Helmut von ZBOROWSKI	RE "43-3" -- (CHECK "X" ONE)	
		<input type="checkbox"/> MARKED FOR INDEXING	
		<input checked="" type="checkbox"/> NO INDEXING REQUIRED	
ACTION REQUIRED	INDEXING CAN BE JUDGED BY QUALIFIED HQ. DESK ONLY		
REFERENCE(S) EGOA-6887, 5 October 1959			
<p>1. A check of our files has turned up no derogatory information on Subject beyond the fact that he was a member of the Nazi party. The Biographical Registry has worked up a rather complete biographic sketch of Subject, a copy of which is attached.</p> <p>2. Covert Name Check and Green List Check have been requested and will be forwarded as soon as received.</p>			
<p>ATTACHMENT: Herewith Biographic sketch</p> <p>17 November 1959 EAR:men</p> <p>DISTRIBUTION: 2-COS 1-RI 1-EE/G/S 1-EE/G/IS</p>			
<p>DECLASSIFIED AND RELEASED BY CENTRAL INTELLIGENCE AGENCY SOURCES METHODS EXEMPTION 3B2B NAZI WAR CRIMES DISCLOSURE ACT DATE 2003 2005</p>			
<p>COPY</p>			
FORM 53	REPLACES SECTION 17 OF THE NATIONAL SECURITY ACT OF 1949	CLASSIFICATION	FILE NO.

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Summary of Information

2 October 1958

Von ZBOROVSKI, Balaut (Dipl. Ing.)

A "very creative" engineer who has been described as an excellent man on nitric acid motors, Zborowski was affiliated with Bayerische Motorenwerke (BMW) from 1939 to 1945 and during the last years of the war was in charge of all rocket motor development. First assigned as technical consultant in planning and building the V-2 rocket testing site at Zushendorf near Berlin, he later pioneered there in experimentation with combustion chambers for jet power, developed new self-igniting fuels on a nitric acid base, and built the first dismountable combustion chambers with interchangeable parts. He was responsible for developing the rocket propulsion units of the X-4 ("Schmetterling") wire-guided air-to-air missile and of the high-speed fighter ME-163.

As division head for liquid propellants and rockets, Zborowski was, according to one source, responsible for that part of BMW's operations at Peenemuende, where the motor units underwent Air Force acceptance tests under the control of members of his staff. Whether he himself frequently visited Peenemuende is not known. After the severe bombings at the Zushendorf site, equipment there was evacuated to Bruckmuhl, Bavaria, where Zborowski reportedly carried on his rocket work until nearly the end of the war. Shortly after the war, upon invitation from the French Air Ministry, he followed up his work in rockets and fuels as a research engineer for Societe d'Etudes de la Propulsion par Reaction (SEPR). Serving as an assistant to Dr. Fernand Florio, Zborowski worked on combinations of nitric acid with aniline, kerosene, gasoline, and gas oil. One report stated that this group developed a very good fuel pump. Zborowski's paper entitled "Combustion Chamber for Rocket Propulsion Units without Venturi Nozzle," written in 1949, describes the properties of tube combustion chambers. He left SEPR in 1949, became a co-founder of Developpements, Etudes et Realisations Speciales (DERES), and in 1952, with the blessing of the Air Ministry, incorporated this group into his own Bureau Technique Zborowski (BTZ), located at Brunoy near Paris. Since then he has worked especially on the helicopter, the vertical take-off aircraft with annular wings, and has acted as a consultant to Societe Nationale d'Etude et de Construction de Moteurs d'Aviation (SNECMA). He has applied for several patents, including one for a reactor for aircraft.

Zborowski made numerous trips to Germany during his residence in France to speak at scientific conferences. He has also made business trips to Switzerland and Sweden. In May 1958 he told one source that he had received a telephone call from Defense Minister Josef Strauss, who had asked him to come to West Germany to work on the development of the helicopter for BfV, at Munich. When source left Europe in late May, he learned that Zborowski "was actually moving to Munich." Whether he has already established his residence there cannot be confirmed at this time.

(cont'd)

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von ZBOROVSKI, Heinz (Dipl. Ing.)
Summary of Information (Cont'd)

Although it is not known at this time whether Zborowski maintains contact with anyone in East Germany, some of his former associates at NSU were deported to the USSR and upon their return took up residence in East Germany. They include: Dipl. Ing. Erhard Winter, formerly at Zushlendorf, who worked on the testing of liquid rocket engines at Zaved 1, Podberezye, and was last reported to be in charge of engine test stands at VEB Industriewerke, Karl-Marx-Stadt (Chemnitz); and Dipl. Ing. Kurt Schell, a former rocket test engineer at Zushlendorf also employed at Zaved 1 and last reported as Chief of Test Stand Operations at VEB Industriewerke, Karl Marx Stadt, until he left there in September 1957 for an unknown assignment. It may be of interest that von Zborowski's birthplace, Theresienstadt (Terezin) is now a part of Czechoslovakia. In May 1954 it was reported that Zborowski had signed a million-dollar contract with Yugoslavia for anti-tank and guided missiles.

The information contained in this report does not include data which may be held in the security or counter-intelligence files of . . . or any other US agency.

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